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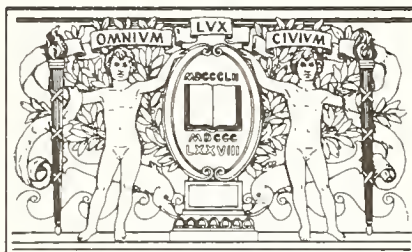
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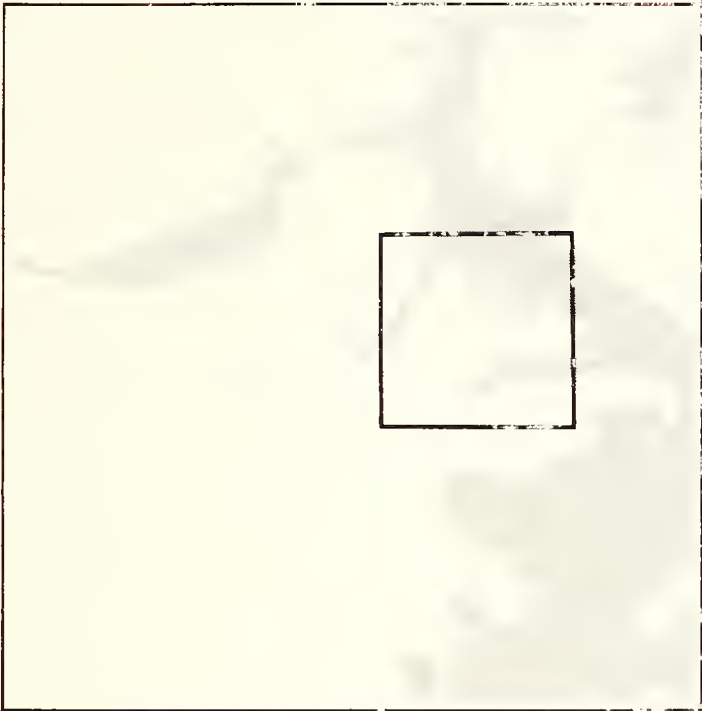
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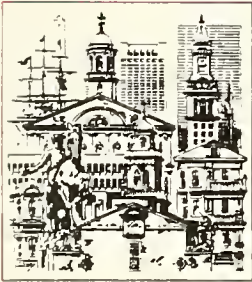
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FORT POINT CHANNEL DISTRICT PLAN



WORK IN PROGRESS



A
PLAN TO
MANAGE
GROWTH

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Secretary

MEMORANDUM

DRAFTED, NOT FINAL

TO: Members of the Fort Point Channel Citizens Advisory Committee

FROM: Eric Schmidt

DATE: February 12, 1988

SUBJECT: Fort Point Channel Interim Planning Overlay
District Draft Summary

The Fort Point Channel Interim Planning Overlay District (the "Zoning Plan") will provide interim land use regulations for the Fort Point Channel area while comprehensive planning activities leading to permanent rezoning for the area are conducted over the next two (2) years. The interim zoning regulations of the Zoning Plan are necessary to ensure that the goals of the ultimate plan are not frustrated during the interim planning process.

This memorandum provides a preliminary outline of the major features of the Zoning Plan that will be formulated by the Boston Redevelopment Authority (the "BRA"), with the Fort Point Channel Citizens Advisory Committee (the "CAC") and the community. The outline is intended to provide a basis for discussion between the BRA, the CAC, and the community, so that the work on the Zoning Plan can move forward. The various "Planning Areas" and their "Subdistricts" referred to in this memorandum are depicted on the map in Appendix A.

A. PRESERVATION, STABILIZATION, AND EXPANSION OF EMPLOYMENT OPPORTUNITIES

Key objectives of the Zoning Plan are to attract high employment companies and to discourage relocation of manufacturing companies already within the area that provide a substantial number of job opportunities. Therefore, the Zoning Plan will:

- o Promote high technology job growth by creating a Light Manufacturing office park in the Bypass Road area, and the vacant east and west portions of the Central Light Manufacturing/Research Area.
- o Create "Maritime Economy Reserve Zones" to preserve and promote Maritime Industrial Uses in the EDIC Marine Industrial Area and the Reserve Channel Marine Industrial Area, in which only maritime-dependent industrial uses will be allowed.

B. PROMOTE MARKET AND AFFORDABLE HOUSING OPPORTUNITIES

Currently only 1% of the total 915 acres comprising the Fort Point Channel area is used for housing. A major objective of the Zoning Plan is to expand residential opportunities within the area for all sectors of the community. It will implement this objective by:

- o Promoting Affordable Housing by providing for additional building height and density for the provision of affordable housing in projects in the Harbor Edge of Fan Pier and Pier 4, Channel Residential Neighborhood, Seaport Access Approach, Commonwealth Flats, Transitional Use Area, Gillette Area, and South Boston Residential Edge. The maximum additional building height and density that will be granted in these areas for the provision of affordable housing are indicated on the map in Appendix B.
- o Establishing "Housing Priority Areas" within Historic Warehouse District, "A" Street South, Maritime Northern Avenue, and Commonwealth Flats, in which most of any proposed development containing two (2) stories or more must be for Residential Uses.

C. PRESERVE, ENHANCE, AND CREATE OPEN SPACE

With projected increases in the working and residential population, the need for more open space in the Fort Point Channel area is apparent. Of the 915 acres in the area, only 3½ acres are currently usable as parks and recreation areas. A central objective of the Zoning Plan is to preserve and enhance existing open space and to add significantly to the amount of land used as open space. To implement this objective, the Zoning Plan will:

- o Preserve and enhance open space by requiring that the BRA, in conjunction with the CAC and community, develop an Open Space Plan for the area. The primary objective of the Plan will be to preserve, enhance and expand open space and access to the waterfront. The Open Space Plan will establish the amount of, and kinds of open space necessary to serve residents and workers in the area. For example, commercial areas may require parks, while residential areas need playgrounds and recreational areas.

In particular, the Plan will:

- Establish new open space to serve as a buffer between residential and manufacturing areas.
 - Provide an open space system that encourages access to the Fort Point Channel, the Reserve Channel, and Boston Harbor for residents of South Boston and the entire city.
 - Include, within the open space system, decking over some of the major transportation right-of-ways.
- o Promote creation of open space by permitting additional building height and density for a proposed project if the project provides recreational and park space.

D. PROTECT AND PROMOTE ARTISTS' MIXED-USE SPACE

Within the Fort Point Channel area, there is currently a significant amount of manufacturing space that is being used by local artists as combination working and living space. Just as speculative office development would



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otherwise drive out manufacturing, artists will be forced out unless zoning provides protection. To protect and promote Artists' Mixed-Use space, the Plan will:

- o Protect areas in which artists can compete economically for space.
- o Permit additional building height and density in the Historic Warehouse District, "A" Street South, Maritime Northern Avenue, Seaport Access Approach and By-Pass Road for projects that include Artists' Mixed-Use space. The map in Appendix B indicates the maximum building height and density that can be received for the provision of such space.

E. PROTECT AND ENHANCE ARCHITECTURAL CHARACTER

In order to protect and enhance the architectural character of the various Subdistricts, the Zoning Plan will provide that all proposed projects receiving additional building height and density must:

- o Have height and massing consistent with that of the structures in their surrounding areas.
- o Be architecturally compatible with their surrounding areas.
- o Provide public benefits that outweigh any burdens imposed.

The Zoning Plan will also require that, during the two-year Interim Planning Period, a Historic Resources Plan shall be developed in conjunction with the community and the Boston Landmarks Commission to accompany revised zoning and to guide future development. The Historic Resources Plan shall identify districts, buildings, and structures of national, regional, and local historic and architectural value. The Historic Resources Plan shall also nominate appropriate districts, buildings, and structures for registration as Historic Buildings and Historic Districts, pursuant to Article 32 of this code.

- o Reinforcement of the positive architectural character that exists within each Subdistrict
- o Open space and landscaping
- o Signage

F. PROVIDE A FRAMEWORK FOR COMPREHENSIVE PLANNING

The Zoning Plan is an interim measure that will lead to permanent rezoning of the Fort Point Channel area. To facilitate the planning process, the Zoning Plan will contain features that provide the framework for creating a comprehensive plan. Those features will be:

- o Subdistrict Land Use Planning

One of the fundamental purposes of the comprehensive plan for the Fort Point Channel area will be to establish common characteristics for the entire area while at the same time reinforcing the unique characteristics of the area's various Subdistricts. The regulations will be tailored to the particular characteristics of the respective Subdistricts.

The six (6) Planning Areas and their Subdistricts identifiable within the Fort Point Channel area, depicted on the map in Appendix A, are as follows, together with the primary land use objectives of each Subdistrict that the Zoning Plan will implement:

1. Boston Harbor Edge Subdistricts.

- a. Harbor Edge of Fan Pier and Pier 4. The primary land use objective for the Harbor Edge of Fan Pier and Pier 4 is to promote residential and hotel uses with active retail uses along the ground floor. New open space and public access to an improved waterfront will be primary objectives.
- b. Maritime Northern Avenue. The primary land use objectives for Maritime Northern Avenue are to provide mixed-use, light manufacturing, and low-rise residential space with retail uses along New Northern Avenue at the ground floor. In addition, this area will serve to connect the residential component of the Fan Pier/Pier 4 projects with the residential component of the Seaport Access Approach.
- c. World Trade Center. The primary land use objective for the World Trade Center is to reinforce the existing exposition space.

2. Boulevard Planning Subdistricts.

- a. Old Northern Avenue Corridor. The primary land use objectives for the Old Northern Avenue Corridor will be to encourage office uses to support the commercial service economy.
- b. New Northern Avenue Corridor. The primary land use objective for New Northern Avenue Corridor is to promote Downtown service economy.
- c. Commonwealth Flats. The land use objective for the Commonwealth Flats is to provide mixed uses, 50% of which will be office uses and 50% of which will be residential uses.
- d. Seaport Access Approach. Land use objectives for the Seaport Access approach include promoting residential, office, mixed-use and light manufacturing uses located to reinforce adjacent areas with residential along the Northern Avenue Corridor.
- e. Summer Street Corridor. The land use objective for the Summer Street Corridor is primarily to promote office development with retail uses along the ground floor.
- f. Summer Street Corridor Extension. Land use objectives for the Summer Street Corridor Extension are to encourage office development with retail space at the Summer Street ground level, and to allow mixed uses adjacent to the Reserve Channel.

3. Historic Boston Wharf Subdistricts.

- a. The primary land use objectives for the Historic Warehouse District Subdistrict are the preservation and upgrading of manufacturing uses, the creation of fifty percent (50%) residential and fifty percent (50%) office uses in the remaining un-renovated warehouses on both sides of Summer Street, and protection and encouragement of artists' mixed-use space and open space along the Channel.
- b. Channel Residential Neighborhood. The primary land use objective for this Subdistrict is to promote market-rate and affordable housing and open space along the Channel.
- c. "A" Street South. The primary land use objectives for this Subdistrict are promotion of artists' mixed-use, and manufacturing and light manufacturing uses.

4. Central Area Subdistrict.

- a. Gillette Area. The primary land use objective for the Gillette Area is to maintain industrial and research uses compatible with the existing manufacturing uses in the area.
- b. Bypass Road. The primary land use objectives for the Bypass Road are to encourage manufacturing and light manufacturing, to relocate local manufacturing businesses, and to promote new, higher-density, light manufacturing developments.
- c. Central Manufacturing and Light Manufacturing Subdistrict. The primary land use objectives for this Subdistrict is to promote new, higher-density light manufacturing and research space in the underutilized eastern and western portions. While in the central portion of this area, the land use objective is to create a manufacturing reserve area for the relocation of local manufacturing businesses.
- d. Transitional Use Area. The primary land use objective for the Transitional Use Area is to serve as a reserve area until it is time for appropriate development of the area for residential and light manufacturing. Future development must be compatible with the residential area to the south and the manufacturing area to the north.

5. Manufacturing/Marine Industrial Subdistricts.

- a. EDIC Marine/Industrial Subdistrict. The primary land use objective in this area is to encourage marine-related industries, manufacturing and research uses and to promote new light manufacturing and research developments.
- b. Reserve Channel Marine/Industrial Subdistrict. The primary land use objective in this area is to encourage manufacturing and research uses and to promote new light manufacturing and research developments.

6. South Boston Residential Edge. The primary land use objective for the South Boston Residential Edge is to encourage residential development of an appropriate scale and to create open space.

o Special Study Areas

In addition to Planning Areas and their Subdistricts, three (3) "Special Study Areas", depicted on the map in Appendix C, will be established. These Special Study Areas do not possess existing, fixed land use characteristics. Planning and rezoning for these Areas will proceed on a community-based, district-by-district basis, in collaboration with the Boston Civic Design Commission. This process will produce a set of comprehensive planning policies, development controls, and design guidelines that are specifically formulated for the unique character of each Area. The following are the three (3) Special Study Areas, together with the general land use objective for each:

Special Study Area A: Seaport Access Road and Bypass Road Impact Area. The land use objective for this area is to extend the office and retail spine along Summer Street, terminating in a mixed-use and office area at the Reserve Channel. The area south of Summer Street will be manufacturing and new light manufacturing and include opportunities for Artists' Mixed-Use development.

Areas north of Summer Street will be equally developed with office, mixed-use, and residential uses.

Special Study Area B: Central Manufacturing/Research Industrial Parks. Development will continue to evolve over the next twenty years as existing leases expire. This area will become the center of the industrial, manufacturing and research activities of the Fort Point Channel area. Surrounded by important businesses and areas, such as Gillette to the west, the Reserve Channel to the east, EDIC to the northeast, and the Wharf area to the northwest, this area has the opportunity to become both a location for new light manufacturing/research facilities as well as a relocation area for present manufacturing business wishing to remain in the Fort Point Channel area. This area will have excellent access to the airport, I-93, the Mass Pike, downtown, and surrounding major institutions. Creation of new jobs and educational training will be a basic goal for each development. These new industries will be in multi-story buildings and parking structures may be necessary. Public transit improvements are planned for the area.

Special Study Area C: Transitional Use Area. Development will depend on the future pressures from this area's two adjacent Subdistricts. Compatibility with South Boston neighborhoods, to the south, and light manufacturing in Special Study Area B, to the north, will be priorities in this Area in addition to expansion of the job opportunities for residents of South Boston and the city. The integration of these two diverse Subdistricts' uses will require a master plan for this Area. Until such time as the Central Manufacturing Subdistrict and the South Boston Residential Edge are developed, this Area should be reserved for present uses.

o Transportation Master Plan

The Zoning Plan will require that a Transportation Master Plan be developed by the BRA, working in collaboration with Boston Transportation Department, the South Boston Transportation Advisory Committee, and the CAC. Key components of the Plan will be:

1. Determination of off-street parking requirements for proposed projects which include residential and/or commercial uses.
2. Specification of parking and access controls to be implemented in commercial areas.
3. Identification of a site for a public parking garage, to be funded by fees paid in lieu of provision of parking spaces.
4. Identification of appropriate sites, within commercial areas, for commercial parking.
5. Analysis of public transit access locations relative to siting and size of any potential or actual proposed project.
6. Analysis and recommendation concerning proposed new public right-of-ways for streets, pedestrian circulation, and transit.
7. Analysis and development of a parking replacement requirement when existing parking is proposed to be eliminated as a result of a proposed project.
8. Determination by the Boston Transportation Department of specified truck routes that avoid residential streets.

G. DIRECTION, ENCOURAGEMENT AND CONTROL OF GROWTH

One of the fundamental objectives of the Zoning Plan is to provide interim land use regulations which:

- o Control land speculation and displacement of desired and appropriate uses.
- o Direct Industrial Uses to appropriate sites.
- o Promote viable Light Manufacturing and Artists' Mixed-Use Districts.
- o Promote Mixed-Use Development.
- o Create residential neighborhoods.
- o Create open space adequate for the District and the South Boston neighborhood.
- o Create market and affordable housing opportunities.

To implement this objective, the Zoning Plan will include the following interim regulatory mechanisms:

o Interim Use Controls

The uses that are to be allowed in the various areas within the Subdistricts of the Fort Point Channel area, depicted on the map in Appendix A, are as follows:

Residential Uses

- o Harbor Edge Fan Pier and Pier Four
- o South Boston Residential Edge
- o Channel Residential Neighborhood
- o As a component in the Mixed-Use areas
- o As a component in the Artists' Mixed-Use areas

Office/Retail

- o Old Northern Avenue Corridor
- o New Northern Avenue Corridor
- o Summer Street Corridor
- o Summer Street Corridor Extension

Manufacturing and Light Manufacturing (including Artists' Mixed-Use)

- o Gillette Subdistrict
- o Central Manufacturing Subdistrict
- o Bypass Road Access
- o EDIC Marine/Industrial Subdistrict
- o Reserve Channel Marine/Industrial Subdistrict

Light Manufacturing/Residential

- o Transitional Use Area

Mixed-Use (Residential, Retail, Office, and Light Manufacturing (including Artists' Mixed-Use))

- o Historic Warehouse Subdistrict
- o Maritime Northern Avenue
- o Seaport Access Approach

Mixed-Use (50% Residential/50% Office)

- o Commonwealth Flats

Exposition

- o World Trade Center

o Interim Building Height and Density Regulations

The Zoning Plan will provide building heights and densities as indicated on the map in Appendix B.

o Interim Parking Controls

The Zoning Plan will include parking requirements for new projects that will set an amount of spaces sufficient to satisfy demand in the development.

o Transportation Access Plan

The Zoning Plan will require an acceptable Transportation Access Plan for certain proposed projects. The projects for which such an Access Plan will be required are:

- Office or manufacturing projects of approximately five (5) stories or more.
- Projects for medium-size, or larger, retail or department stores.
- Projects that include twenty-four (24) or more residential units.

o Street Realignment and Reparcelization

The Zoning Plan will contain regulations that result in the creation of blocks and parcels appropriate for the uses in each Subdistrict, and in the creation of a new street grid consistent with existing roads and proposed improvements to the transportation system. In addition, the Zoning Plan will provide additional building heights and densities for the provision of new streets and/or public transit improvements.

Key Elements of the Fort Point Channel IPOD

Boulevard Planning Districts (BPD)

Affordable Housing Opportunities

Historic Preservation Guidelines

Artist Mixed-Use Districts

Employment Opportunities

Residential Neighborhoods

Manufacturing Reserve Zones

Marine Economic Reserve Zone (MER)

Transportation Master Plan

Transportation Access Plan

Parking Controls

Open Space Plan

Height Standards

Use Controls

Design Guidelines

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ELEMENTS OF THE IPOD

Article 27 of the Boston Zoning Code establishes certain provisions which must be included in an Interim Planning Overlay District zoning amendment. These include the physical boundary descriptions, the characteristics of the area that suggest that underlying zoning may not be appropriate to address current planning concerns, a timetable for the comprehensive planning, the time period during which the IPOD is to be in effect, a timetable for rezoning, and regulations to control land use during the interim planning period.

The five sections of the Fort Point Channel IPOD attached here correspond to these requirements.

Statement of Purpose. This is the opening section of the IPOD document and sets forth the overall reasons for establishing the IPOD and for specific provisions contained within the IPOD. It describes in general terms the economic and land use planning purposes the IPOD is designed to address.

Declaration of Need for Interim Zoning: This section describes the land use characteristics of the area which make the current zoning inappropriate and the ongoing development trends and impacts which suggest new zoning is necessary.

General Land Use Goals and Objectives. This section sets out the goals and objectives for the Fort Point Channel area overall. It is similar to the Statement of Purpose, but it serves a different function when projects are proposed for an Interim Planning Permit. They are reviewed by the community, the BRA, and the Board of Appeal for conformance with specific IPOD regulations as well as for

the degree to which they achieve these land use goals and objectives. This section is therefore very important for project review and approval process during the Interim Planning period and serves as a guide for development during that time.

Interim Use Controls. This establishes specific land uses for each planning subarea within the IPOD. This will direct certain kinds of development to specific areas, restricting some uses altogether, and of protecting some areas for certain uses only.

Special Study Areas. This section establishes the boundaries for district planning areas which, because of their size and potential for development, are deserving of special attention on a larger term basis. Comprehensive area-wide planning will be conducted during the interim planning period for each Special Study Area to address the fundamental changes in land uses likely to occur and the potential impact of these changes on adjacent subdistricts.

STATEMENT OF PURPOSE

Statement of Purpose. The purposes of this article are: to facilitate the creation of a mixed-use community in the Fort Point Channel area through comprehensive planning and rezoning; to manage the future development of the area so as to take maximum advantage of its proximity to downtown Boston, Boston Harbor, and residential South Boston; to manage development for the benefit of the inhabitants of the Fort Point Channel area, South Boston, and Boston; to ensure that future development is compatible with new highway and transit improvements; to establish certain main office corridors as well as viable mixed-use areas and manufacturing and light manufacturing centers and residential edge along South Boston edge; to preserve and create light manufacturing space that is appropriate for use by and affordable to artists; to manage new development of underutilized sites; to encourage new development in areas accessible to public transit; to provide a predictable, clear, and understandable process for the public review of new developments; to foster service, harbor-related including "MER" Zone, and light manufacturing economies that maintain existing jobs and create new jobs for the residents of the adjacent neighborhoods and of the city; to preserve, enhance, and create open space; to preserve and enhance the existing cultural and public facilities within the area; to incorporate the goals and objectives of the Harborpark Interim Planning Overlay District, to protect existing residential development and encourage new residential development that is affordable to all segments of the community; to protect the city's historic resources; to protect and enhance the architectural character of the Fort Point Channel area; to improve parking and traffic access and circulation while protecting adjacent South

Boston residential areas from increased traffic; to provide a framework for working with state agencies to resolve development, access, and quality of life issues raised by the construction of the Seaport Access Road, Bypass Road, related transportation improvements and any developments; to encourage mixed-use development projects; to provide for appropriate transitions in scale and character between existing adjacent areas and new development; and to implement interim land use measures so as to coordinate development with the ongoing master planning effort for the Fort Point Channel area.

NEED FOR INTERIM ZONING

Declaration of Need for Interim Zoning. Interim zoning in the Fort Point Channel IPOD Study Area is necessary to provide the proper balance between competing land uses and economic and environmental factors during the two year IPOD period and prior to the implementation official zoning. Characteristics of existing zoning that render it inappropriate include its failure to provide: height and floor area ratio standards that encourage the preservation of historic structures and appropriate new development; incentives for development in underutilized areas suitable for new development; a balance between new development and the need for light, air, and open space; for the creation or rehabilitation of housing that is affordable to all segments of the community; for the creation or expansion of employment opportunities for Bostonians; development that results in appropriate and necessary neighborhood benefits for Boston residents; a mix of uses that ensures efficient use of scarce urban land; for the maintenance, expansion, and enhancement of open space areas; for the needs of increasing office and residential populations; preserve and enhance through Artist Mixed-Use space for artists; preserve and enhance manufacturing, industry as well as port-related activities; and for the improvement of vehicular circulation and access. In addition, for that portion of the Fort Point Channel IPOD Study Area that is also subject to the provisions of the Harborpark Interim Planning Overlay District, which is scheduled to terminate on or about March 16, 1989, there is need to integrate plans for that area with the overall plans for the Fort Point Channel IPOD Study Area; thus, continuing interim controls are necessary to protect that area during the planning process.

GENERAL LAND USE GOALS AND OBJECTIVES

General Land Use Goals and Objectives for the Fort Point Channel Interim Planning Overlay District.

The general land use objectives for the Fort Point Channel IPOD Study Area are: to ensure and facilitate orderly and appropriate development with a compatible mix of uses according to a comprehensive plan and a community planning and review process; to provide land for maritime-dependent industrial uses along the waterfront as well as in the interior (Backland areas); to direct and control the growth of the commercial service economy; to reinforce the residential character adjacent to South Boston; to create new residential neighborhoods; to increase the supply of housing which is affordable to all segments of the community; to establish mixed-use development; to create opportunities for artists' work and display space and accessory housing; to promote viable research, light manufacturing, and industrial development where appropriate access and loading is available, and where the development is buffered and compatible with adjacent commercial, residential, or other uses; to stabilize the existing manufacturing economy; to create new jobs and job training opportunities in new development for area residents; to create, retain, and enhance open space, parks, and recreation areas; to improve access, safety and enhance the existing cultural and public facilities presently operating in the study area; to coordinate new development with the public transportation system, including new transit improvements; to provide adequate parking and new parking controls; to protect historic structures and areas; to create a new street grid consistent with existing roads and proposed improvements to the transportation and infrastructure systems; and to resolve development, access, and quality of life issues that are raised by the construction of the Seaport Access Road, Bypass Road, and related transportation

improvements. In addition, within each subdistrict the land use goals and objectives shall be consistent with the general land use goals and objectives for the Fort Point Channel IPOD Study Area.

1. Boston Harbor Edge

- a. Harbor Edge of Fan Pier and Pier 4. Additional land use objectives for the Harbor Edge of Fan Pier and Pier 4 are to promote appropriate low-scale development along the waterfront edge of a currently underutilized area; to promote medium density residential and hotel uses with retail uses at the groundfloor level away from the waterfront edge; to protect view corridors to the water along the North-South Streets; to provide for open space along the waterfront as part of an open space system extending to the South Boston neighborhood; and to promote appropriately scaled development along the waterfront which is consistent with the character of Boston Harbor and Harborpark IPOD.
- b. Maritime Northern Avenue. Additional land use objectives for Maritime Northern Avenue are to promote low-scale commercial uses and water-related industrial uses; to preserve the existing scale of buildings and piers in order to provide for a pedestrian-oriented area; to provide vistas from the Avenue to the water and to each pier; and to provide opportunities for public open space along the waterfront as part of a Harborpark IPOD waterfront open space system.
- c. World Trade Center. Additional land use objectives for the World

Trade Center are to preserve and enhance the existing exposition space; to promote a retail and commercial area which will connect the subdistrict to the Northern Avenue area; and to improve the Viaduct Street access to the subdistrict.

2. Boulevard Planning Areas

- a. Old Northern Avenue Corridor. Additional land use objectives for the Old Northern Avenue Corridor are to preserve view corridors and the street grid system which extends from the Old Boston Wharf area; to provide for appropriate scaled office development as an extension of the downtown service economy; to assure that the architectural character, setbacks, and massing of buildings is compatible with existing buildings in the Boston Wharf area; and downtown buildings as well as those along the Harbor edge; to promote development which provides appropriate street wall continuity and retail uses; and to provide streetscape planning which encourages pedestrian access to the downtown and to South Station and to integrate mass transit development.
- b. New Northern Avenue Corridor. Additional land use objectives for the New Northern Avenue Corridor are to preserve view corridors and the street grid system which extends from the Old Boston Wharf area; to provide for appropriate scaled office development as an extension of the downtown service economy; to assure that the architectural character, setbacks, and massing of buildings is compatible with existing

buildings in the Boston Wharf area; to promote development which provides appropriate street wall continuity; and to provide streetscape planning which encourages pedestrian access to the downtown and to South Station and to integrate mass transit development.

- c. Congress Street Corridor. Additional land use objectives for the Congress Avenue area are to achieve a mix of residential and office uses in the subdistrict; to provide for master planned development which results in orderly and efficient growth in the Summer Street/New Congress Street/Northern Avenue area; to provide for pedestrian-oriented development on Summer and Viaduct Streets in order to integrate these streets with the remainder of the sub-district; to preserve view corridors from Summer Street to Boston Harbor; to provide public open space as part of the district-wide open space system; to integrate the Seaport Access Road and Summer Street with the remainder of the subdistrict; to minimize the impact of truck traffic on the subdistrict; and to promote retail development along Viaduct Street to the World Trade Center.
- d. Congress Street Terminus. Additional land use objectives for the Seaport Access Road Approach are to promote mixed-use development consisting of commercial, office, and light manufacturing uses, to study options for waterfront residential uses; to integrate various roadway networks and to direct truck traffic to the Seaport Access Road; to complete "D" Street between Northern Avenue and Summer Street for transit purposes and also to create a view corridor; to preserve the

retail, wholesale, and processing aspects of the seafood trade to allow area for "Backland" uses associated with the MER Zone; and to develop a strong connection between the end of New Congress Street and the Fish Pier.

- e. Summer Street Corridor. Additional land use objectives for the Summer Street Corridor are to promote along Summer Street development which is architecturally compatible with the character of the Old Boston Wharf District; to promote back office and retain unintrusive manufacturing and light manufacturing uses which are compatible to office uses; to promote retail uses along Summer Street, with parking below ground level; to provide a transition between office development north of Summer Street and manufacturing uses south of Summer Street; to preserve view corridors from Summer Street to the waterfront; and to improve transit facilities and reduce truck traffic.
- f. Summer Street Corridor Extension. Additional land use objectives for the Summer Street Corridor Extension are to provide a transition between the EDIC manufacturing area and office uses along Summer Street; to create open space at the Reserve Channel which will be part of a continuous open space system around the reserve channel end; to redefine the street network and to connect with "D" Street north and south; and to reinforce Summer Street as a gateway to the EDIC manufacturing area.

3. Fort Point Channel Frontage

Overall land use objectives in area 3 Fort Point Channel Frontage are to preserve the manufacturing, light manufacturing and artists mixed-use in the area such that the aggregate of the uses is equally divided between manufacturing/light manufacturing, office, and residential uses.

- a. Historic Wharf District. Additional land use objectives for the Historic Wharf District are to preserve existing manufacturing and light manufacturing uses; to preserve and reinforce the existing public and cultural facilities and to ensure the increased use by the public; to allow office development where provisions are made to include Artists' Mixed-Use Space on site or off-site within area 3 or 4d.
- b. Channel Residential Neighborhood. Additional land use objectives for the Channel Residential Neighborhood are to promote residential and retail development; to provide public open space along Fort Point Channel and over the Seaport Access Road; to provide for the development of affordable housing; and to allow certain Artists' Mixed-Use Space which are compatible to residential uses in the area.
- c. "A" Street South. Additional land use objectives for "A" Street South are to promote the development of manufacturing uses, light manufacturing uses; and Artists Mixed-Use Space; to preserve existing manufacturing uses; to improve truck access; including a connection to the Bypass Road; and to develop a new loading facility off "A" Street.

4. Manufacturing/Research Central Area

- a. Gillette. Additional land use objectives for the Gillette subdistrict are to promote industrial and research uses, including preservation of existing industrial uses; and to develop a comprehensive master plan for the subdistrict.
- b. Bypass Road Area. Additional land use objectives for the Bypass Road Area are to promote the development of manufacturing and light manufacturing uses; to provide relocation space for manufacturing and light manufacturing uses displaced from other subdistricts to allow sufficient area for "Backland" uses associated with the "MER Zone"; to provide improved truck access to the Bypass Road and the highway system; and to provide for open space along the Bypass Road.
- c. Manufacturing, Light Manufacturing and Industrial Park Area. Additional land use objectives for the Light Manufacturing and Manufacturing/Industrial Area are to preserve existing manufacturing and light manufacturing uses and to promote additional uses of a similar character; to develop a comprehensive master plan, traffic and street grid, plan with local owners including direct truck access to the and from Bypass Road, for the subdistrict; to provide relocation space within the Central Area Manufacturing Reserve for the relocation of local manufacturing businesses; to promote higher-density manufacturing uses on under-utilized and parcels in the conrail cut and the area around the channel reserve in this sub-district which insures sufficient

"Backland" areas for the "MER Zone"; to improve parking and loading; to provide additional employment opportunities; to develop an open space park system along the Reserve Channel; and to improve the transit system in the area, including the provision of a direct truck route to the Bypass Road and the Seaport Access Road.

- d. Transitional Use Area. Additional land use objectives for the Transitional Use Area are to provide an appropriate mix of compatible residential, light manufacturing and artists mixed-use, and manufacturing uses at different locations within the subdistrict; to provide affordable housing in the area; to provide a buffer which also serves to connect the South Boston residential neighborhood to the central industrial area by a series of open spaces and through the appropriate layout of a new street network thus preventing easy access for trucks through South Boston; to promote open space and residential adjacent to the Reserve Channel; to integrate the Reserve Channel open space and the South Boston residential neighborhood to allow "Backland" uses within the area where compatible to adjacent uses; and to rehabilitate and upgrade the waterfront along the Reserve Channel to create additional park land and an improved community activity area.

5. Manufacturing/Marine Industrial Area

- a. EDIC Marine and Industrial Area. Additional land use objectives for the EDIC Marine and Industrial Area are to promote port-related

including "Backland" areas associated with uses in a Maritime Economy Reserve area, and light manufacturing and manufacturing uses in the remainder of the subdistrict; to develop a comprehensive master plan for manufacturing areas and for the Maritime Economy Reserve area;

- b. Reserve Channel Marine/Industrial Area. Additional land use objectives for the Reserve Channel Marine/Industrial Area are to promote manufacturing and port-related uses which are compatible with adjacent residential uses; and to provide space for manufacturing areas which will need to relocate from other subdistricts including "Backland" areas for the needs of the MER Zone.

- 6. South Boston Residential Edge. Additional land use objectives for the area are to promote the development of a substantial number of housing units, including a majority of affordable housing units; to develop a housing prototype that is architecturally consistent with the existing South Boston residential character but that can be developed at a greater density; to provide for improved opportunities for open space development; to connect the area to the Reserve Channel open space area and to the Transitional Area residential development; and to preserve and reinforce the existing residential character of the South Boston neighborhood.

USE CONTROLS

Fort Point Channel Interim Use Controls. During the IPOD planning period, the use regulations provided by Underlying Zoning shall be supplemented by the Interim Use Controls provided in Table B, in order to protect the Fort Point Channel IPOD Study Area from development inconsistent with the goals of the comprehensive planning process and contemplated zoning changes.

1. Interim Use Control Regulations. Within each subdistrict, any Proposed Project consisting solely of uses allowed in that subdistrict shall be exempt from Interim Planning Permit requirements, provided the Proposed Project:
(a) is in compliance with the As-Of-Right Interim Height/FAR standards for that subdistrict as provided in Table __, Section ____; (b) is in compliance with the Interim Parking Controls provided in Section ____; (c) has completed an adequate Transportation Access Plan as provided in Section ____, unless the Proposed Project is exempt from such provisions of Section ____; (d) is in compliance with the provisions of Section ____, if the Proposed Project is located in an Affordable Housing Reserve District; and (e) is in compliance with the provisions of Section ____, if the Proposed Project is located in a Housing Priority Area.
2. Ground Floor Use Requirement. Within the Old Northern Avenue Subdistrict, the Summer Street Corridor, and the Summer Street Corridor Extension (Subdistricts 2(a), 2(e), and 2(f)), the only groundfloor uses permitted shall be Commercial Uses.

Table B

Fort Point Channel Interim Planning Overlay District: Interim Use Controls

<u>Area/Subdistrict</u>	<u>Allowed Uses</u>
1. <u>Boston Harbor Edge</u>	
a. Harbor Edge of Fan Pier and Pier Four	Residential
b. Maritime Northern Avenue	Mixed Use (Commercial, Residential, Light Manufacturing)
c. World Trade Center	Exposition
2. <u>Boulevard Planning Districts</u>	
a. Old Northern Avenue Corridor	Office, Commercial
b. New Northern Avenue Corridor	Office, Commercial
c. Congress Street Corridor	Mixed Use (Office, Residential)
d. Congress Street Terminus	Mixed Use (Commercial, Residential, Office, and Light Manufacturing)
e. Summer Street Corridor	Office, Commercial, Light Manufacturing
f. Summer Street Corridor Extension	Office, Commercial, Light Manufacturing
3. <u>Fort Point Channel Frontage</u>	
a. Historic Warehouse District	Mixed Use (Residential, Light Manufacturing, Office, Artists' Mixed Use Space)
b. Channel Residential Neighborhood	Residential, Artists' Mixed-Use Space
c. "A" Street South	Artists Mixed-Use Space, Light Manufacturing
4. <u>Manufacturing/Research Central Area</u>	
a. Gillette Area	Manufacturing, Research
b. By-pass Road Area	Manufacturing, Light Manufacturing, Research
c. Central (Manufacturing) Area	Manufacturing, Light Manufacturing, Research
d. Transitional Use Area	Mixed-Use (Residential, Light Manufacturing, Commercial)

- 5. Manufacturing/Marine Industrial Area
 - a. EDIC Marine/Industrial Area Port-Related (MER), Light Manufacturing, Manufacturing
 - b. Reserve Channel Marine/Industrial Area Port-Related (MER), Manufacturing, Industrial, Light Manufacturing
- 6. South Boston Residential Edge Residential

SPECIAL STUDY AREA

Special Study Areas. Within the Fort Point Channel IPOD Study Area, four (4) Special Study Areas shall be established. Each Special Study Area requires comprehensive area-wide planning due to the fundamental changes in land uses likely to occur within each area and the potential impact of these changes on adjacent subdistricts. Planning and rezoning for each Special Study Area shall proceed on a community-based district-by-district basis, in conjunction with the Boston Civic Design Commission. This process shall produce a set of comprehensive planning policies, development controls, and design guidelines specifically tailored to the unique character of each Special Study Area. The Special Study Areas depicted in Appendix C and described in Appendix D shall be subject to the provisions of this section.

1. Seaport Access Road and Bypass Road Special Study Area (Subdistricts 2(d) and 4(b)). In this Special Study Area, development is unlikely to occur until completion of the Seaport Access Road and the Bypass Road. However, to assure that development ultimately proceeds in an orderly and efficient manner, it is necessary to develop a comprehensive long -range plan for this area. This plan will implement in greater detail the general land use objectives for the Special Study Area. The office/commercial spine will be extended along Summer Street, terminating in mixed-use and office development at the Reserve Channel. The area south of Summer Street will contain new Light Manufacturing Uses and Artists' Mixed-Use Space. Development north of Summer Street will consist of office, mixed-use, and residential uses.

2. Central Area Light Manufacturing Park and Special Study Area (Sub-district 4(c)). In this area, uses of land will evolve over the next twenty years as existing leases expire. Eventually, this area will become the center of the industrial, manufacturing, and research activities of the Fort Point Channel area. Surrounded by important and successful businesses, this area has the opportunity to become both a location for new light manufacturing/ research facilities, but also a relocation area for present manufacturing business wishing to remain in the Fort Point Channel area. Upon the completion of planned transit improvements, this area will have excellent access to the airport, I-93, the Mass Pike, downtown, and surrounding major institutions. Within the Special Study Area, land uses will be organized to assure compatibility of neighboring uses. It is assumed that these new industries will be in multi-story buildings and that parking structures may be necessary. A comprehensive area plan is necessary to guide long-term development as the land uses in the area evolve.
3. Transitional Use Special Study Area (Subdistrict 4(d)). The nature of development in this area is subject to the influence of development in its two adjacent subdistricts. Development in this area must be compatible with residential development in the South Boston Residential Edge (Arcade) and with light manufacturing development in the Light Manufacturing and Office Park Subdistrict (Subdistrict 4(c)). Developments in these adjacent subdistricts will expand the job opportunities and residences for South Boston residents, but in order for this to occur, the Special Study Area will require a master plan. Until the adjacent subdistricts are developed, current uses will remain in this Special Study Area.

4. EDIC Marine and Industrial Special Study Area (Subdistrict 5a). The nature of development in this area is subject to the overall EDIC Master Plan. The primary objective for this Special Study Area is to establish, within the present site, new uses which reinforce existing marine-related (MER) uses on 50% of the site and new Manufacturing and Light Manufacturing Uses for the remaining interior area. The new EDIC Master Plan will allow a more intensive development of the property than currently is permitted by existing zoning. Transportation connections from the Seaport Access Road to this area will be a critical element in the planning process.

DRAFT
For

FRAMEWORK FOR THE PLAN **Discussion Purposes Only**

The Fort Point Channel District planning area is a major underdeveloped area of land in Boston bordered to the west by the Fort Point Channel and Financial District, to the northwest by Boston Harbor, and to the south by South Boston. The vast majority of the land area was created within the last 100 years through several successive landfill operations. Most of the 915 acres that comprise the area are currently vacant or used for marine economy manufacturing warehousing, storage, and parking. Due to the large amount of vacant land and the proposed transportation improvements, the area has the potential to be developed into an integral part of Boston's economy and restoration of South Boston residential neighborhood. The planning challenge is to create a new mixed use community of balanced variety and opportunity, while preserving the historic character and current conditions of this waterfront area.

The Fort Point Channel Interim Planning Overlay District will provide land use regulations for the Fort Point Channel area while comprehensive planning activities leading to permanent rezoning for the area are conducted over the next two (2) years. The zoning regulations will prevent inappropriate new development while permanent planning and rezoning initiatives are fashioned through a two-year community planning process.

The Fort Point Channel Interim Zoning sets general goals and objectives for the area as a whole and for each subdistrict. The zoning also outlines the specific components (housing, land use, open space, etc.) to be implemented in the Fort Point Channel District Plan. The following planning activities will be included:

A Comprehensive Plan for the Fort Point Channel District. The Interim Zoning Plan is an measure that will lead to permanent rezoning of the Fort Point

Channel area. To facilitate the planning process, the zoning plan will contain features that provide the framework for creating a comprehensive plan. Those features will include Planning Areas and Special Study areas.

One of the fundamental purposes of the comprehensive plan for the Fort Point Channel area will be to establish common characteristics for the entire area while at the same time reinforcing the unique characteristics of the area's various planning areas. The regulations will be tailored to the particular characteristics of the respective planning areas.

The six (6) Planning Areas are as follows: Boston Harbor Edge; Boulevard Planning Areas; Fort Point Channel Frontage; Manufacturing/Research Central Area; Manufacturing/Marine Industrial Area; and the South Boston Residential Edge. These planning areas are further divided into subdistricts to allow for more versatility in land use and transportation planning during the two year comprehensive planning process.

In addition to Planning Areas and their Subdistricts, four "Special Study Areas", will be established. This zoning device will allow for a more in-depth study of the needs of the Fort Point Channel area in relation to other planned projects. The Special Study Areas include the Seaport Access Road and Bypass Road Study Area; the Central Area Light Manufacturing Park Study Area; the Transitional Use Study Area; and the EDIC Marine and Industrial Study Area. This in depth planning will produce a set of comprehensive planning policies, development controls, and design guidelines that are specifically formulated for the unique character of each area.

- o Economic Growth Plan for Commercial, Light Manufacturing, MER and backland space. One key objectives of the zoning plan is to attract high employment companies and discourage relocation of manufacturing

companies already within the area that provide a substantial number of job opportunities. Therefore, the zoning plan will promote high technology job growth, preservation and expansion of the Maritime economy and existing manufacturing, and preserve "Backland" space to reduce adverse impact of industrial uses upon the Maritime Economy Reserve Zone.

- o Urban Design Guidelines for the District and each Subdistrict. The zoning plan will contain regulations that result in the creation of blocks and parcels appropriate for the uses in each subdistrict, and in the creation of a new street grid consistent with existing roads and proposed improvements to the transportation system. In addition, the plan will provide additional building heights and densities for the provision of new streets and/or public transit improvements. Design guidelines for the area will also ensure that projects are architecturally compatible with surrounding subdistricts in accordance with the city's design review procedures.
- o Housing Plan for Market and Affordable Housing will include an Infill Housing strategy for South Boston. Currently only 1% of the total 915 acres comprising the Fort Point Channel area is used for housing. A major objective of the zoning plan is to expand residential opportunities within the area for all sectors of the community. The plan will implement this objective by promoting affordable housing, establishing "Housing Priority Areas", and reinforcing the residential character of existing adjacent residential areas.
- o Open Space Plan for parks, squares, boulevards and water resources with emphasis on public access to waterfront. With projected increases in

the working and residential population, the need for more open space in the Fort Point Channel area is apparent. Of the 915 acres in the area, only 3 acres are currently usable as parks and recreation areas. A central objective of the interim zoning plan is to preserve and enhance existing open space and to add significantly to the amount of land used as open space. To implement this objective, the plan will preserve and enhance open space by requiring and promoting creation of open space. In particular, the plan will:

- Establish new open space to serve as a buffer between residential and manufacturing areas.
- Provide an open space system that encourages public access to the edge of the Fort Point Channel, the Reserve Channel, and Boston Harbor for residents of South Boston and the entire city.
- Include, within the open space system, decking over some of the major transportation right-of-ways.

- o Boulevard Planning District for Summer and Congress Streets, Northern Avenue and any new boulevard to be created. During the two year planning period, design guidelines will be developed with the community to promote future development that will enhance the community and reinforce the positive scale, character, massing, and architectural elements that exist within the Fort Point Channel Study Area. Design guidelines shall address, at a minimum, building design, open space and landscaping, historic structures, signage, and streetscape elements.
- o Artist Mixed-Use Plan for alternative locations. Within the Fort Point Channel area, there is currently a significant amount of manufacturing space that is being used by local artists as mixed-use space. To protect and promote artists' mixed-use space, the plan will zone areas in which artists can compete economically for space and permit

additional building height and density in designated areas in return for providing artist mixed use space.

- o Historic Resources Plan for Historic Districts and outstanding structures and resources. The zoning plan will also require that, during the two-year interim planning period, a Historic Resources Plan will be developed in conjunction with the community and the Boston Landmarks Commission to accompany revised zoning and to guide future development. The Historic Resources Plan will identify districts, buildings, and structures of national, regional, and local historic and architectural value. The Historic Resources Plan will also nominate appropriate districts, buildings, and structures for registration as Historic Buildings and Historic Districts.

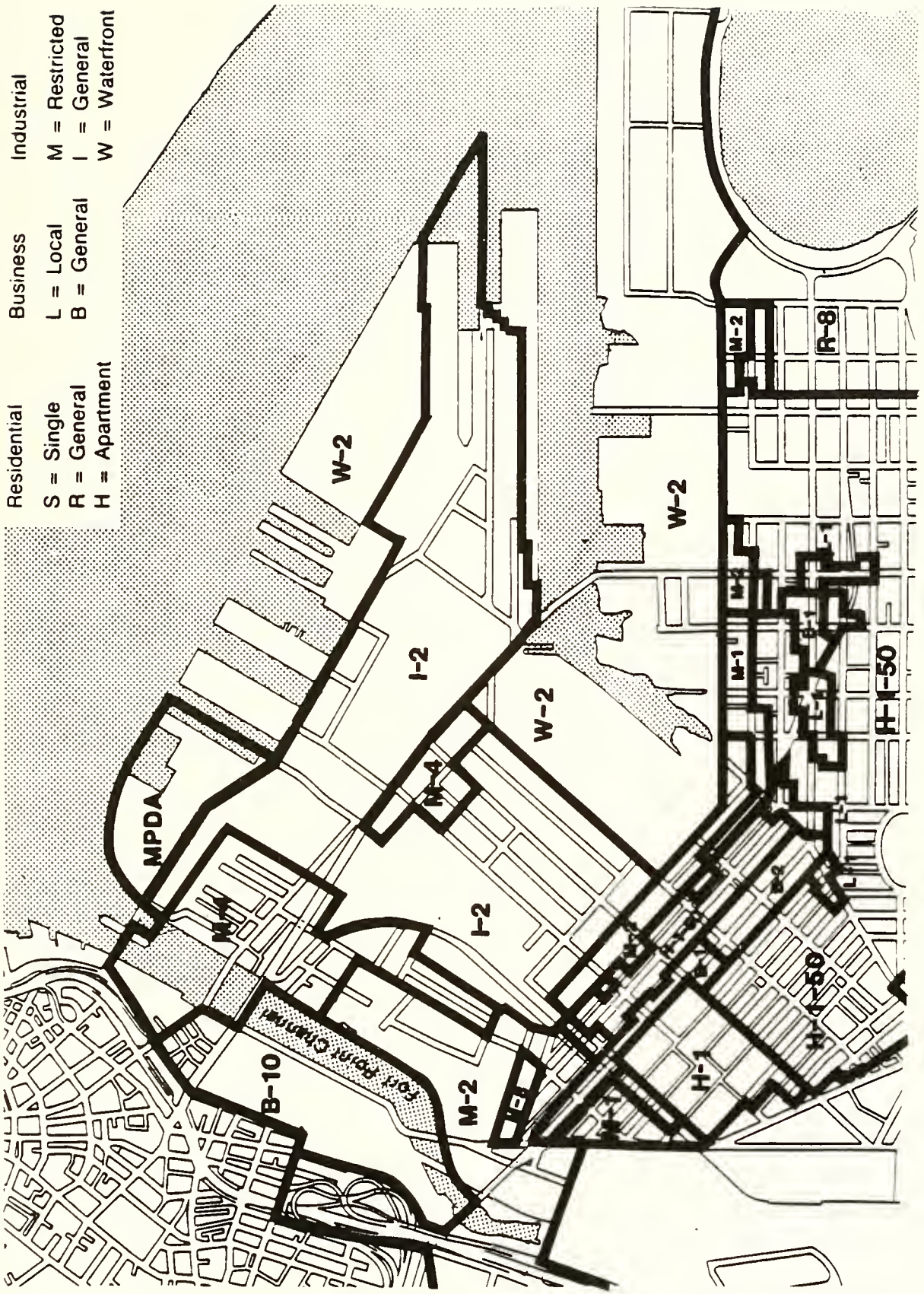
- o Transportation Master Plan for Mass transit option, car/truck traffic, comprehensive street grid and parking. The zoning plan will require that a Transportation Master Plan be developed by the BRA, working in collaboration with the Boston Transportation Department, the South Boston Transportation Advisory Committee, and the CAC. Key components of the Plan will:

- provide a comprehensive transportation Master Plan;
- determinate off-street parking requirements;
- specify parking and access controls;
- identify public parking garage;
- identify appropriate sites for commercial parking;
- analyze public transit access locations;
- analyze proposed new public right-of-ways for streets, pedestrian circulation, and transit;
- analyze parking replacement requirement; and
- determine with the Boston Transportation Department truck routes that avoid residential streets.

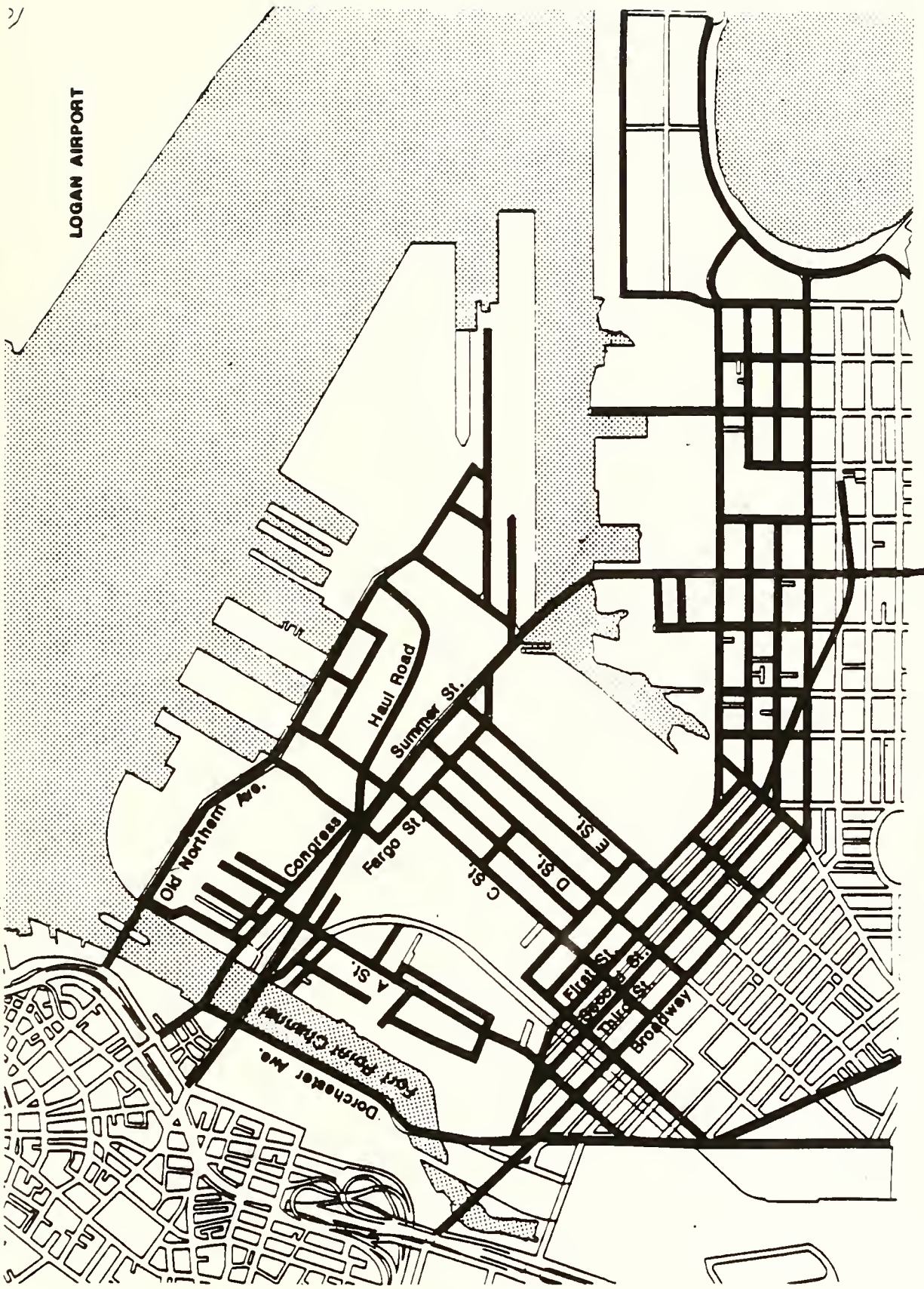
These nine planning actions will ensure that the Fort Point Channel study area is in such a manner that: existing manufacturing, industry, and marine

dependent uses are preserved; South Boston residential neighborhood is expanded and enhanced and; additional jobs and opportunities are afforded to all Boston residence through the expansion of the downtown economy in the Northwest section of the study area.

A detailed black and white map of Boston, Massachusetts, showing the city's layout, major roads, and surrounding areas. The map includes labels for Charlestown, East Boston, Downtown, South End, South Boston, and Logan International Airport. It also shows the Mystic River, Boston Harbor, and various highways like Route 1, Route 28, and the Mass Turnpike (I-90). The map is oriented with North at the top. The city is divided into several distinct areas: Charlestown in the northwest, East Boston in the northeast, Downtown in the center, South End in the southwest, and South Boston in the south. The harbor is located to the east of the city center. Major roads and highways are clearly marked, including Route 1, Route 28, and the Mass Turnpike (I-90). The map also shows the locations of several bridges, including the Mystic Tobin Bridge and the Leonard P. Zakim Bunker Line Bridge. The Logan International Airport is located to the east of the city. The map is a detailed representation of the city's geography and infrastructure.

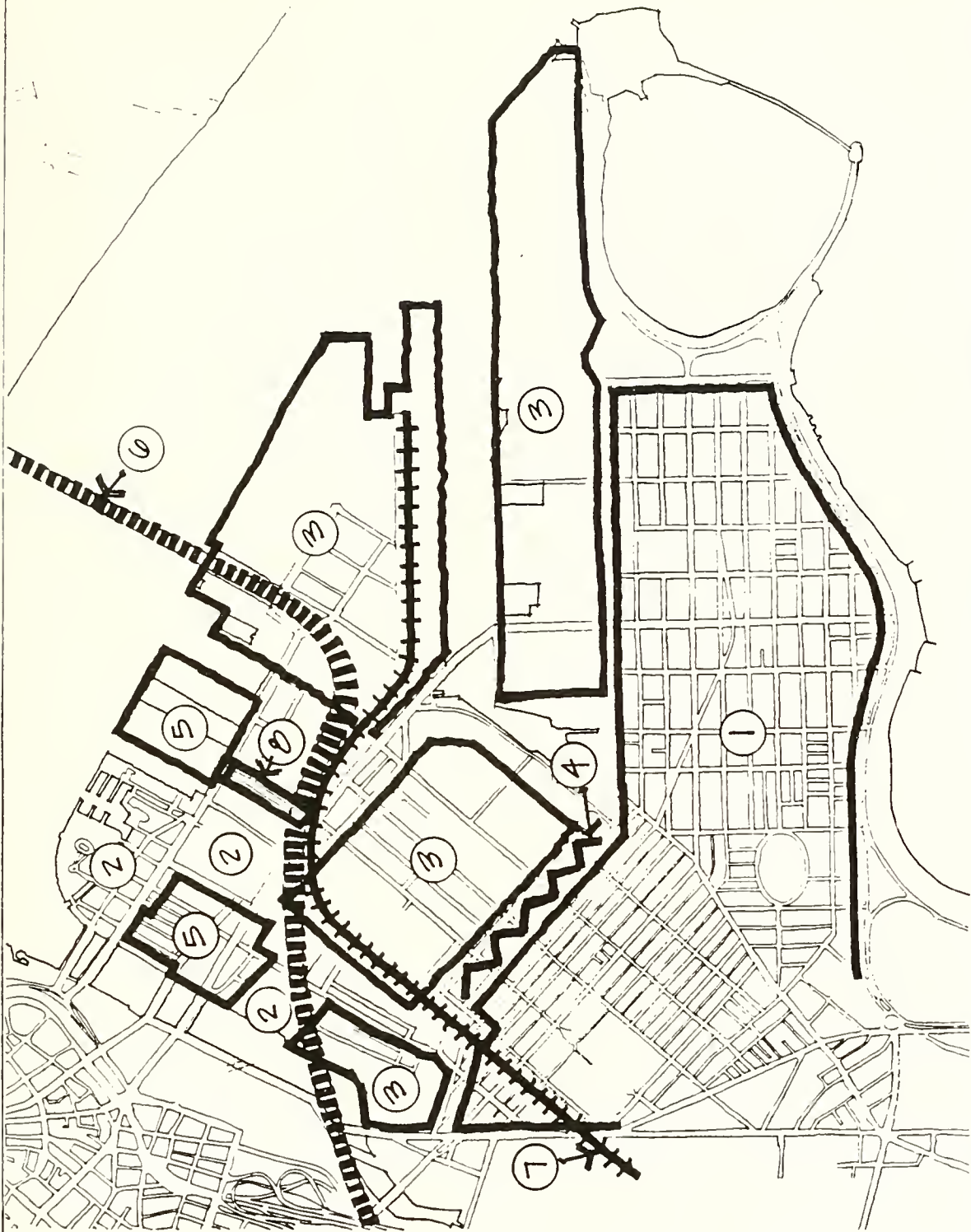


ZONING DISTRICTS



LOGAN AIRPORT

STREET PATTERN: EXISTING CONDITION



1 PROTECT EX'G AREA FROM EXPANSION OF INDUSTRY

2 HOUSING IS MAJOR PUBLIC POLICY IN THIS AREA

3 PROTECT AS INDUSTRIAL ZONE

4 MINIMIZE THROUGH CIRCULATION

5 PROTECT LANDMARK BUILDINGS & DISTRICTS & ART FACTS

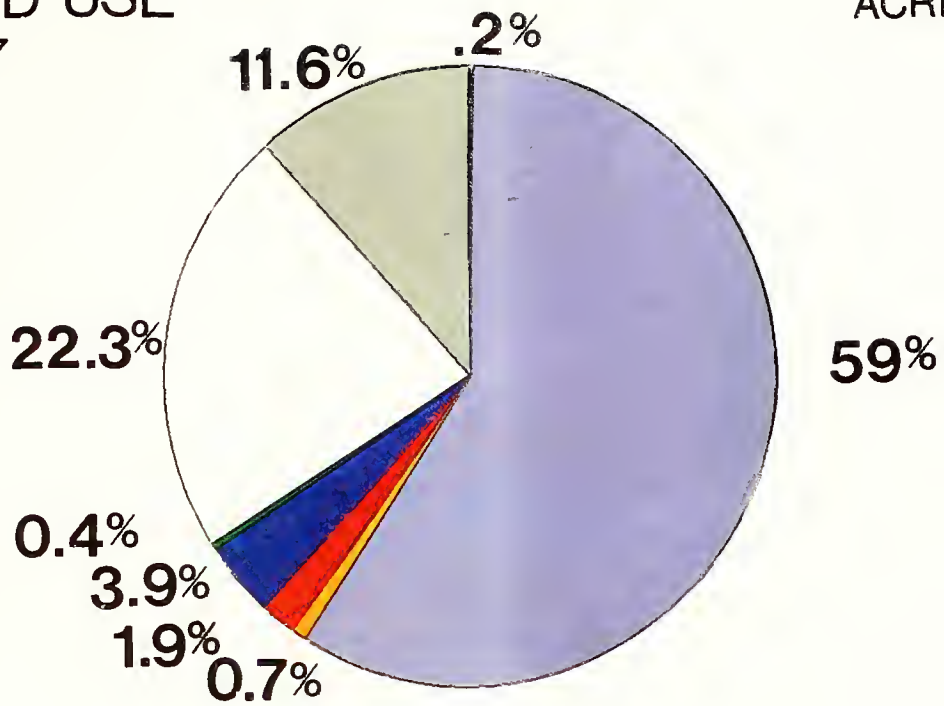
6 SEARBY ACCESS ROAD

7 RAIL LINE CONNECTION TO PORT MUST REMAIN

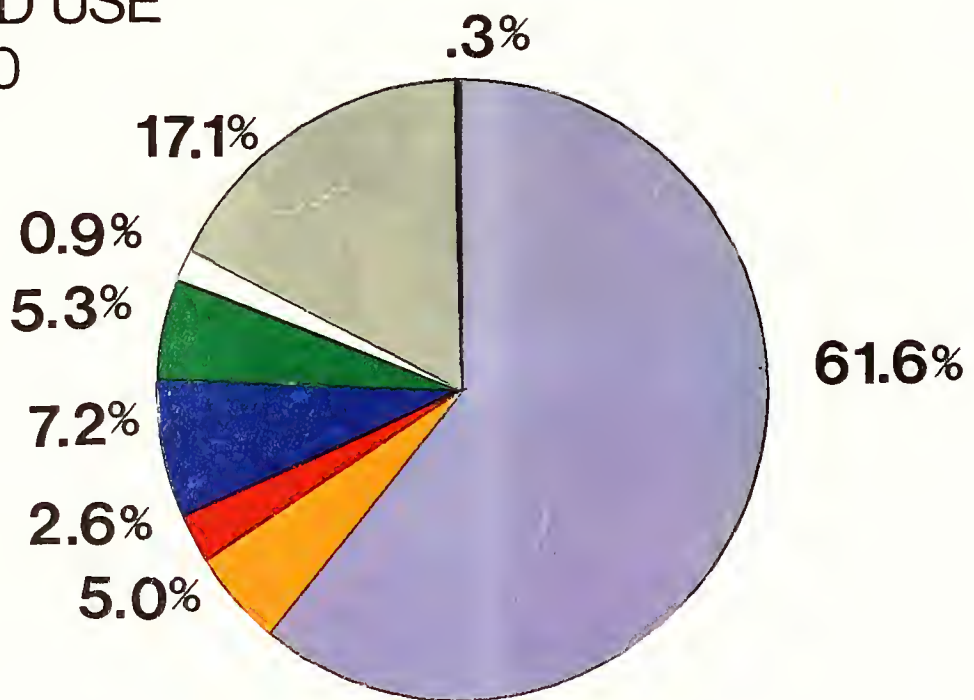
8 VIADUCT BRIDGE CONNECTION TO L.I.C. MUST REMAIN

LAND USE 1987

ACRES



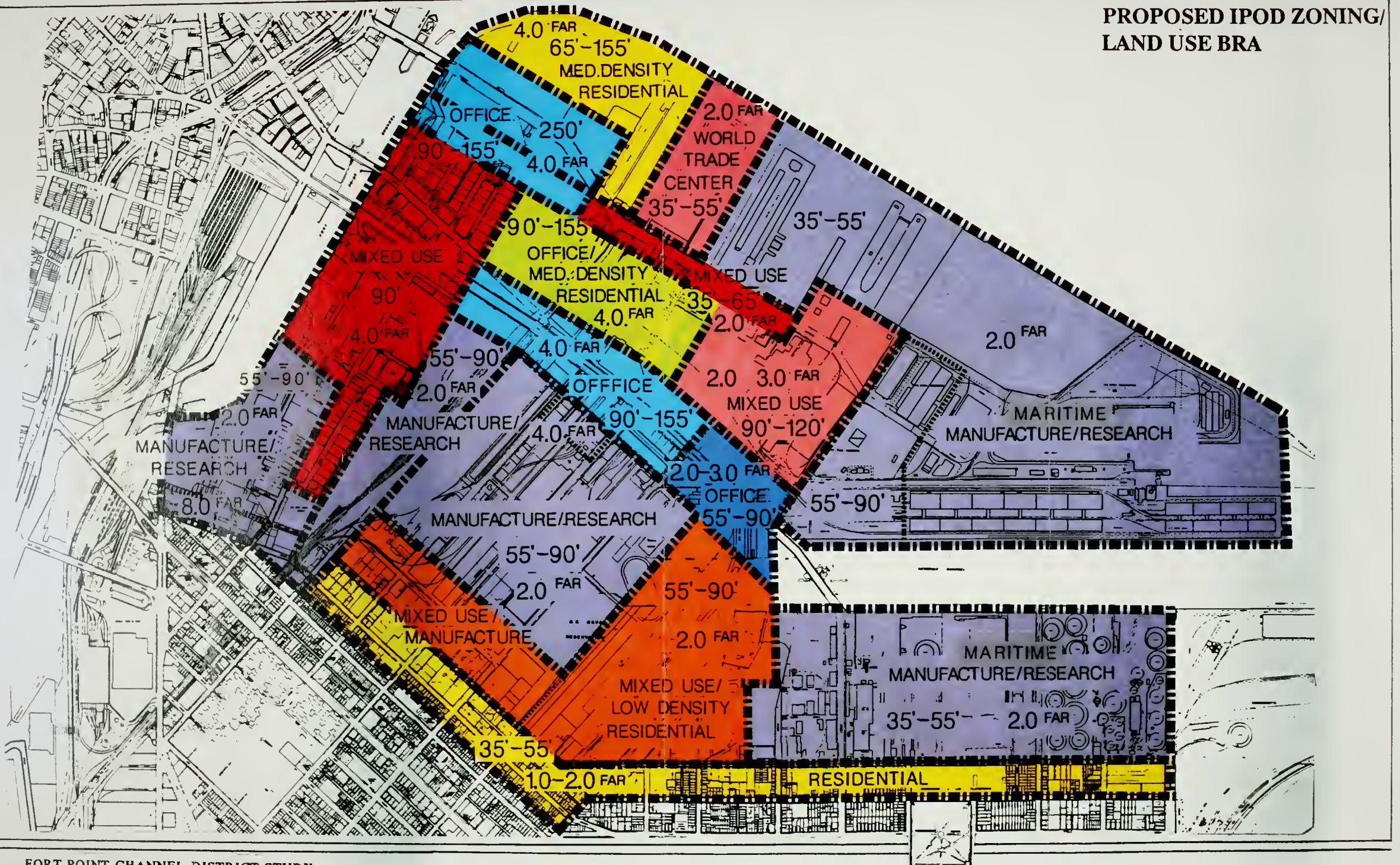
LAND USE 2000



■ INSTITUTIONAL
 ■ LT MANUFACTURING
 ■ RESIDENTIAL
 ■ COMMERCIAL

■ OFFICE
 ■ OPEN
 ■ VACANT
 ■ STREET

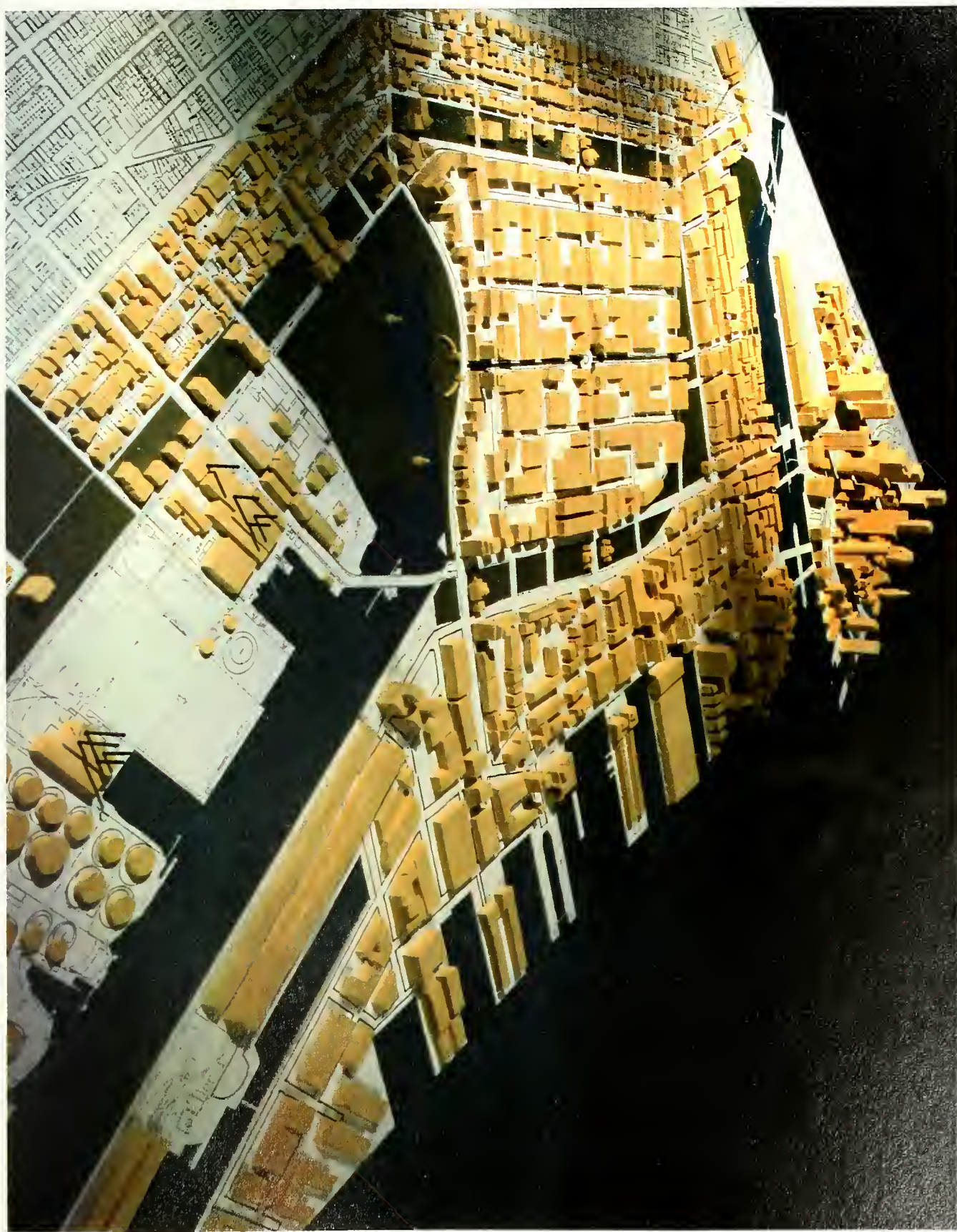
PROPOSED IPOD ZONING/ LAND USE BRA



FORT POINT CHANNEL DISTRICT STUDY

CITY OF BOSTON □ RAYMOND L. FLINN, MAYOR
BOSTON REDEVELOPMENT AUTHORITY □ STEPHEN COYLE, DIRECTOR







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80578	Rust
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